



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Warren Aakervik, Chair

Linda Anderson

Bari Bookout

Katherine Casseday

Anne Goodchild

Terry Finn

Timothy Hillis

David Mendoza

Mike Sheehan

Rob Smith

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: August 20, 2013 / 9:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Bari Bookout, Katherine Casseday, Terry Finn, Tim Hillis, Mike Sheehan

Guests Present: Kerri Woehler (WSDOT Rail Division), Karen Waterman, Chris Rule, Rachel Smith (all Sound Transit), Thomas Noyes, Chris Herman (both WSDOT), Christine Wolf (Port of Seattle), Rob Eaton (Amtrak), Mark Scherbe (Parsons Brinkerhoff)

City Staff Present: Mary Rutherford, Michael James, Kevin O'Neill, Ron Borowski, Kristen Simpson, Ruth Harper (all SDOT), Patrice Carroll (DPD)

1. Welcome and Introductions

Board members, City staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of minutes

The July 2013 minutes were approved.

4. Chair's Report and Announcements

Members were reminded about the upcoming Bike & Truck Safety Fair on September 6 at Terminal 25.

Scoping comments for the Waterfront EIS are due on September 25. Katherine Casseday and Bari Bookout will draft comments.

The Arena DEIS was published last week. Tim Hillis will work on comments.

Ron Borowski of SDOT reminded members about an upcoming September 10 FHWA event; there is still time to sign up.

5. Scoping Development Comments for the Burke Gilman EIS

Warren attended the scoping meeting for the Environmental Impact Statement for this project will submit comments, as well as his suggestions for an alternate route, to

SDOT. (Those comments can now be found here:
<http://www.seattle.gov/sfab/minutes.htm>.)

Warren Aakervik showed the Board photos illustrating the visibility that trucks have as they are exiting driveways and turning onto streets in Ballard that being reviewed as part of the EIS. He also noted that Shilshole Avenue NW from Leary to 24th is a Major Truck Street.

6. WSDOT Rail Plan Update

Kerri Woehler of WSDOT Rail Division presented the Washington State Rail Plan. The draft will be released at the end of September and comments will be welcome until December 2. The rail plan integrates both the passenger and freight functions of rail. It is a federal requirement to complete this plan in order for projects to receive any federal funding.

Freight Rail runs on a mix of Class 1 Railroads, privately-owned, such as BNSF and UP, and short-line railroads, which are a mixture of both privately and publicly-owned railroads. Washington's rail system has many existing strengths, but there are also challenges. Rail system needs can be categorized as:

- What? Rail operations and infrastructure needs. There is projected to be a doubling of freight volumes by 2035. Performance measures should guide public investment on private systems.
- Why? Rail's role in economic development. We need to support ports and first/last mile connectivity.
- How? Rail system priorities and goals. Outreach efforts revealed a lot of concern about at-grade rail crossings—and there is very little funding to improve these.

The final State Rail Plan is due in December 2013. The full presentation can be found at: <http://www.seattle.gov/sfab/meetingpresentations.htm>.

Questions and comments from the Board included:

- This planning effort has been much better than previous ones.
- 60% to 70% of the Port's goods move by rail.
- Does the State have a plan to deal with increasing traffic? How does a policy get developed? A: We roll this plan into the overall multi-modal State transportation plan.
- Railroads can re-route freight trains, but not passenger trains.
- Can "rail-banked" rail be converted back to rail? A: The legal right does exist for this. There are examples of this across the US, but no examples thus far in Washington.
- The shortage of truck drivers has become worse with the medical registry. This will drive more need for rail.
- What types of improvements are in the draft plan? A: The plan focuses on policy recommendations. Rail projects identified in adopted regional plans are included in the plan.

7. Ballard to Downtown HCT and Ship Canal Crossing Project

Ballard to Downtown High Capacity Transit

Michael James of SDOT and Karen Waterman of Sound Transit led this presentation. The Ballard to Downtown study is a Sound Transit expansion study which is supported by the Seattle Transit Master Plan. The goal is to identify corridors which could be used for future High Capacity Transit (HCT) expansion by Seattle or Sound Transit. The process has included identifying goals and objectives, evaluation criteria, and evaluation of corridors. The team has looked at the corridors and how they affect Major Truck Streets and multimodal facilities.

At this point there are eight corridor options being studied. In some locations, high capacity light rail could replace Rapid Ride at some point in the future. At or above-grade options are also less expensive than tunneling. Michael and Karen presented the eight options in detail to the Board, and distributed an Analysis and Evaluation Matrix. Factors and tradeoffs to be considered include travel time, urban growth expected and cost.

Comments from the Board included:

- Elliott and 15th are important freight corridors and Major Truck Streets.
- Smaller trucks need higher number of trips to make things work.
- Land uses along Elliott and 15th may not support transit ridership to the extent it would along other corridors.
- There will be pressure to change land use if there is a new transit corridor in Interbay. Protecting the maritime industries and industrial land is important.
- Freight trucks currently use center lane to avoid pedestrians and bicyclists.

The next steps in the study are:

Dec. 2013 – Outreach Meeting #3

Jan. 2014 – Finalize report

The full presentation with the matrix can be found at:

<http://www.seattle.gov/sfab/meetingpresentations.htm>.

Ship Canal Crossing

This study is just getting underway and will consider different modes and possible locations for a new ship canal crossing for transit, and potentially for pedestrians and people on bicycles. More information will be available as the study moves forward.

8. Adjournment

The meeting adjourned at 11:30 am.